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Especially for Homemakers

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Especially for...



HOMEMAKERS

Those Holiday Pictures— Good or Bad?

THERE'S an old saying "A picture is worth a thousand words." Some pictures from the family picture album may not support this, however. Blurred, fuzzy or dark pictures just don't tell much.

For those of us determined to make this year's holiday pictures better, Chuck Benn, extension photographer, gives some rules.

Give your camera some advance thought. The evening before or several hours before you take pictures, check to see if everything is in working order. If the lens is dusty, clean it inside and out. A small soft paint brush will do this nicely. If the lens has fingermarks, wipe them off with a soft cloth.

Check the batteries before Christmas morning. Put in fresh ones if they are needed. Have camera, film and a supply of bulbs handy, right where the action will be.

You don't always have time to check the lighting when a candid shot arises. Do this beforehand. See what areas of the room are dark, which are shiny and which have good lighting for picture taking. Watch for mirrors, windows, shiny walls or any glossy background that might bounce the light back into your lens. A little pre-arranging might make your picture better.

The most important characteristic of a single picture is simplicity. When choosing a camera angle, try to include only those items which help tell the story. Too often pictures are taken too far away from the subject and are too posed.

If your room has many objects and you can't move them all, some distracting background can be avoided by shooting down on the subject. The floor will be an uncluttered background for your picture.

An individual's personality is really reflected in pictures and movies from his waist up, according to Benn. Don't always try to include the whole body. Watch television and movies for clues of how to do this, he says. Notice how they add real impact and drama with many close up shots. Have your subjects doing something natural, not staring into the camera.

There's a difference between a picture and a snapshot, says Benn. A picture shows what you want it to. A snapshot is just a collection of small objects none of which has much meaning.

Don't feel your pictures always have to be horizontal. If you can, turn your camera and take vertical shots when the logical flow is up-and-down. Whichever angle you choose, always hold the camera perfectly still. Some people like to hold their breath for the brief moment they are snapping the shutter to make sure there is no camera movement.

Home Movies

The best home movies are of people doing natural, logical things. A Christmas movie might be a recording of the day's activities. The best way to do this, according to Benn, is to start by setting the scene. Take no more than 5 seconds to do this and with a smooth and slow movement

show the room, tree and decorations. Excessive "panning" or jerky motion is not recommended unless action is being followed. To the setting, add a series of still pictures with the action or movement being the subject—not you. If you do move, do it slowly.

Shut off the camera to move from scene to scene. When the pictures are developed, they will be much like a theatre movie where the scene is set and the sequence follows.

Use Right Film

Whether it's color pictures, slides, home movies or black and white prints you take, choose the right film. Always read the instructions that are printed on the film or in the separate instruction sheets packaged with it. You will seldom get a poorly exposed negative if you follow the instructions.

Don't leave a roll of film, exposed or unexposed, in your camera any longer than necessary. If possible, shoot the film and send it to be developed within a day or two. Once the film is out of the camera, put it in a box and keep in a dark place. If left out even for a short time, it may fog.



High angle, overexposure, busy background and posed children make this an entirely unsatisfactory print.

Never load a camera in direct sunlight. Find a shadowy area that isn't likely to expose the film.

If You Use Bulbs

There are many kinds of flashbulbs, each made to do a certain job. Most cameras or flash units can use more than one kind of flashbulb. Even if your camera can use only one size, that size is prob-



This otherwise good print is spoiled by stiffly posed children and busy background.

ably available in both a clear and blue type. Clear bulbs are used for black-and-white film and for negative-type color films indoors. When buying flashbulbs, you must know what film you will be using.

For Exterior Shots

If you have tried to take exterior shots of lighting and Christmas decorations without much luck,

Winter Driving: Wonderland or Blunderland?

MOTORISTS make more driving errors in winter than at any other time. Why? Because they fail to adjust to changing conditions, says Keith P. Harris, safety coordinator, Iowa State Highway Commission.

But you can steer clear of winter driving blunders if you follow a few winter safe driving rules.

Seeing Blunders

Cleaning a peephole just big enough to see through on a snowy or icy windshield.

Smearing home remedies such as lemon, onion, glycerin or beeswax on the windshield to prevent icing or fogging. They only make a mess.

Driving with wipers that have dead blades and poor tension.

Driving with parking lights instead of headlights.

Seeing Wonders

Take a few minutes and clear the entire windshield before starting your car. Clean the side and back windows, too. A snow brush

here are some suggestions from our photographers. These shots do require two things. First you need an adjustable camera, rather than the box type. Second, both suggestions given require the camera to be mounted on a tripod.

1. Try an exterior Christmas lighting shot by setting the camera for 3 seconds at f.8.

2. For Christmas trees with



This picture eliminates the busy background and lets the children shine through, but it still lacks centered action.

with a plastic scraper on one end makes the job easier. Carry an old cloth or rag for cleaning lights and mirrors.

If your windshield wipers smear, they need adjustment or blade replacement.

Never drive with parking lights. Driving with only parking lights is now illegal in Iowa, and parking lights can cause an oncoming driver to think you are farther away than you are. Keep headlights clean; dirty ones can greatly reduce your own seeing distance at night.

Starting Blunders

Letting air out of tires to increase traction.

Putting extra weight in the trunk.

Starting in first or low gear.

Trying to "power" your way out.

Starting Wonders

Keep your tires at recommended pressure. Letting air out of today's low pressure tires doesn't help but does increase wear. To increase traction safely, use snow tires or chains.

It's a good idea to carry sharp sand just in case you do get stuck,



This eye-level picture centered on the children's action is a good print for any proud parent.

lights, try 1 second at f.11 to record the tree light plus a small AG-1 flash bulb to record the tree itself. This will give you good detail of both the tree and the lights.

Happy Holidays and happy picture taking to you!

—Chuck Benn
Extension Photographer

—Al Elder
University Photographer

but added weight in your trunk will only make steering tricky and make big skids out of little ones. Weight added to a pickup truck, however, is recommended since it is designed to carry a load.

Start in second gear if you have a standard transmission. This gives less force at the wheels and less spin.

Start very gently. Let your tires bite. Spinning only melts the ice and makes things slicker as well as digging you in deeper. Keep your wheels straight ahead, and if you must turn, give the wheels a few turns back and forth to open a path in the snow.

Going Blunders

Following too closely.

Sudden steering moves and speed changes.

Forgetting about ice and frost on bridges and in shady spots.

Failing to adjust speed to conditions.

Going Wonders

Don't blunder into a hospital by driving in December as you do in May. It takes a lot longer to stop a car on ice—even with chains. Increase your following distances of

other vehicles in winter weather. The driver ahead may make a sudden stop on dry pavement, and you may find yourself trying to stop on a patch of ice.

Abrupt turns, lane changing and sudden acceleration or deceleration can cause bad skids on ice and snow. Anticipate turns or speed changes, and make them slowly and gradually. Use smaller steering corrections more often. If you find yourself in a skid, turn the steering wheel in the direction the rear end is sliding. Do not lock your wheels when using brakes. If your wheels don't roll, you don't have control. Pump brakes lightly to slow down or stop on a slippery surface. Speed up gradually. Reduce your power when your wheels begin to spin.

If you have a chance, practice stopping and skid recovery in a safe area before driving on ice in traffic. Slow down well in advance of stopping when driving on ice or packed snow. During thawing and freezing weather be alert for slippery areas on bridge floors and in sheltered areas.

When you approach a hill, get up enough momentum to reach the top. Slow down at the crest, and

watch for stalled cars or obstacles on the down grade.

Posted speed limits are for ideal conditions. In winter, half the posted limit may be too fast. The real speed limit is your good judgment.

Stopping Blunders

Jamming on your brakes.

Forgetting about "warm" ice.

Too much speed at "polished" intersections.

Failure to use snow tires and chains.

Stopping Wonders

Pump your brakes when you see you have to stop or slow down—don't jam them on. Slamming on the brakes may cause you to lose control. To pump brakes properly, press and release the brake pedal rapidly once or twice a second. Pumping action lets wheels roll for steering control and helps prevent skids.

Beware of "warm" or "wet" ice. Ice and snow are twice as slippery at 30° as they are at 0°. Be on guard when the temperature is just above freezing.

Be extra careful when approaching intersections. Heavy traffic at corners packs down snow. Spinning wheels polish the ice and make stopping a treacherous business. Start to slow down ahead of the intersection.

If you drive on ice and snow, you need snow tires and chains. Snow tires and chains greatly shorten braking distances.

Here are braking distances in feet at 20 MPH on glare ice at 20°. (After you get foot on the pedal):

195' Regular tires

174' Snow tires

99' Regular tire chains

77' Reinforced tire chains

Below are braking distances in feet at 20 MPH when in loosely packed snow. (After you get foot on the pedal):

60' Regular tires

52' Snow tires

46' Regular tire chains

38' Reinforced tire chains

For comparison, the braking distance of regular tires on dry pavement at the same speed is 21 feet. Reaction time averages $\frac{3}{4}$ second and adds another 22 feet to the figures shown.



FIRST IN A SERIES ON... FARMERS AND FARM POLICY

Iowa farmers favor voluntary programs over either mandatory programs or "free prices," recent study shows. But current voluntary program doesn't get at roots of the farm problem. Farm policy troubles may be ahead.

by Wallace E. Ogg, George M. Beal, Joe M. Bohlen and Rex Warland

FOR MORE THAN 30 years Congress has been debating farm programs and the farm problem. During the same period, various kinds of federal programs have been supporting farm prices.

WALLACE E. OGG is professor of economics and extension economist. GEORGE M. BEAL and JOE M. BOHLEN are professors of sociology. REX WARLAND is an associate in sociology.

But even with considerable government income transfers to agriculture from the nonfarm economy, farm income per farm worker has lagged behind the rest of the economy.

Income has lagged in spite of a massive transfer of manpower from farming to nonfarm employment. The number of farmers and farm workers has declined by al-

most half. Farm size has increased with total income divided among the smaller number of farms, but income per farm has risen more slowly than income in the rest of the economy.

These federal farm programs have been developed through a complex political, social and economic process. A strong case can be made that these programs have